Approved For Release 2003/07/10 MGA-RDR75B00326R000100200018-4

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25X1A	IDEAL	IST		- RYBAT			
/,	REF:	Α.		COURIER PROBLEMS			
		В.		- COURIER PROBLEMS			
		C.		COURIER PROBLEMS			
1 : 1		D.		ON'S DELAY TAKE			
•	PLAY	TAKE					
2 <del>5</del> X1A		Ε.		- SUGGESTS A	BE	BRIEFED	A ND
				CTATES DESIGN UP TO USAFF			

25X1 🕶

STATES DECISION UP TO USAFE

SUBJ: "ALL FOR WANT OF A HORSESHOE NAIL."

25X1A

FOR

1. APPRECIATE CONSTRUCTIVE CRITICISM, BUT THERE ARE A FEW FACTS
OF WHICH YOU ARE UNAWARE. FIRST, THE T-39 WAS NOT HELD UP IN EXCESS
OF AN HOUR WAITING FOR THE TAPE TO BE DUPED. THE T-39 WAS TURNED
AROUND IN ONE PLUS FIFTEEN. AS A PILOT YOU CAN CERTAINLY APPRECIATE
THERE IS A CERTAIN AMOUNT OF TIME CONSUMED IN TAXIING, REFUELING,
REFILING (STOPOVER FLT PLANS NOT ALLOWED UNDER ICAO), AND RECEIVING
NECESSARY CLEARANCES. WRAPPING THE TAKE AND DUPING THE TAPE WERE
PERFORMED COINCIDENT WITH, AND NOT AFTER THOSE ACTIONS REQUIRED TO
GET THE T-39 AIRBORNE. THE TAKE WAS READY AT ABOUT THE SAME TIME THE

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PAGE TWO				
T-39 PILOTS ARRIVED AT OUR HANGAR. AT THAT TIME THE AVIONICS REP  REPORTED THE TAPE WOULD BE READY WITHIN TWENTY FIVE MINUTES.  ALTHOUGH AWARE THE TAKE SHOULD NOT BE DELAYED, WE ASSUMED THERE WAS  SOME LATITUDE FOR JUDGEMENT AS TO WHAT WOULD CAUSE A DELAY. IN VIEW  OF SCHEDULED DEPARTURE OF 2325Z AND ESTIMATED TIME ENROUTE  FOR THE T-39, WE DID NOT SEE HOW AN EXTRA TWENTY FIVE MINUTES COULD  POSSIBLISTAGLIANTLY EFFECT, SINCE SCHEDULED ARRIVAL TIME  WAS SIX HOURS PRIOR TO SCHEDULED DEPARTURE OF IN ANY EVENT  THE MAXIMUM DELAY CAUSED BY WAITING FOR THE TAPE WAS 15-20 MINUTES.  TO IMPLY THAT THIS WAS THE TOTAL CAUSE OF A HALF DAY DELAY AT DESTINATION IS INACCURATE AND GROSSLY UNFAIR. THERE WAS OVER A TWO HOUR  GROUND TIME AT YOU DID NOT MENTION THIS; ONLY THE DELAY AT  ALSO, THE IMPLICATION THAT THIS INFORMATION WAS DELIBERATE  LY CONCEALED IS UNWARRANTED IN VIEW OF OUR KNOWLEDGE OF REF B. THE  ONLY REASON IT WAS NOT MENTIONED IN REF C IS THAT IT WAS NOT, AND  STILL IS NOT CONSIDERED SIGNIFICANT.  2. CONCUR THAT COURIER MOVEMENT IS OSA POYO (44/5,/56, HOWEVER,  TOTAL TAKE MOVEMENT IS RESPONSIBILITY. IT WAS CERTAINLY NOT	5.	10	15	[ΖΨ]
REPORTED THE TAPE WOULD BE READY WITHIN TWENTY FIVE MINUTES.  ALTHOUGH AWARE THE TAKE SHOULD NOT BE DELAYED, WE ASSUMED THERE WAS SOME LATITUDE FOR JUDGEMENT AS TO WHAT WOULD CAUSE A DELAY. IN VIEW OF SCHEDULED DEPARTURE OF 2325Z AND ESTIMATED TIME ENROUTE FOR THE T-39, WE DID NOT SEE HOW AN EXTRA TWENTY FIVE MINUTES COULD POSSIBL SYMMAULINY EFFECT, SINCE SCHEDULED ARRIVAL TIME WAS SIX HOURS PRIOR TO SCHEDULED DEPARTURE OF IN ANY EVENT THE MAXIMUM DELAY CAUSED BY WAITING FOR THE TAPE WAS 15-20 MINUTES. TO IMPLY THAT THIS WAS THE TOTAL CAUSE OF A HALF DAY DELAY AT DESTINATION IS INACCURATE AND GROSSLY UNFAIR. THERE WAS OVER A TWO HOUR GROUND TIME AT YOU DID NOT MENTION THIS; ONLY THE DELAY AT ALSO, THE IMPLICATION THAT THIS INFORMATION WAS DELIBERATE LY CONCEALED IS UNWARRANTED IN VIEW OF OUR KNOWLEDGE OF REF B. THE ONLY REASON IT WAS NOT MENTIONED IN REF C IS THAT IT WAS NOT, AND STILL IS NOT CONSIDERED SIGNIFICANT.  2. CONCUR THAT COURTER MOVEMENT IS OSAPONE A TWO WEVER, TOTAL TAKE MOVEMENT IS RESPONSIBILITY. IT WAS CERTAINLY NOT				We all out of DDD
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RESPONSIBILITY  2. CONCUR THAT COURIER MOVEMENT IS OSA POYO (4/5,/56, HOWEVER,  TOTAL TAKE MOVEMENT IS RESPONSIBILITY. IT WAS CERTAINLY NOT	STILL IS NOT CONSIDER	RED SIGNIFICANT	•	
	2. CONCUR THAT C	DUR IER MOVEMENT		
OUR INTENT TO BE CRITICAL OF OSA IN REF C. BUT TO SOLICIT ASSISTANCE	TOTAL TAKE MOVEMENT	IS RESF	ONSIBILITY. I	T WAS CERTAINLY NOT
	OUR INTENT TO BE CRIT	FICAL OF OSA IN	N REF C, BUT TO	SOLICIT ASSISTANCE

FROM SAC BY HAVING THEM TASK THE 985W IN ORDER TO MAKE SAC FLIGHTS

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## Approved For Release 2003407(10): 0146RDR75B00326R000100200018-4

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		SECRET		OVIDE THE BEST	TIMELI-
	THE EVI	ENT MAC FLIGHT	IS DID NOT PR	OVIDE THE BEST APPEARED TO BE	

NESS AND TO MAKE SAC GENERALLY AWARE OF WHAT APPEARED TO BE WRONG IN AN ATTEMPT TO PREVENT RECURRENCE. SENDING REF C ACTION TO SAC MAY HAVE BEEN QUESTIONABLE, HOWEVER, THEY WOULD HAVE BEEN INFORMED EVEN THOUGH INFO ADDRESSEE. THERE IS A SAC LIAISON OFFICER HERE. HE KNOWS WHAT WAS WRONG AND FEELS SAC AS THE OPERATIONAL COMMAND SHOULD KNOW ABOUT IT. I AGREE WITH HIM. WE HAVE AN EXCELLENT WORKING RELATIONSHIP, AND I HOPE YOU DO NOT EXPECT ME TO PLACE HIM IN THE POSITION WHERE HE CANNOT COMMUNICATE WITH HIS PARENT COMMAND.

3. THE "TAKE MOVEMENT SHOW" COULD HAVE BEEN BETTER, HOWEVER YOU

OVER, OOKED THE BASIC CAUSES; A BROKEN AIRCRAFT AND LACK OF FORMAL

TASKING. TO STOP AND BRIEF THE AIR TERMINAL MANAGER ON

THE NEED FOR EXPEDITIOUS MOVEMENT OF CARGO OR PERSON—

THE NEED FOR EXPEDITIOUS MOVEMENT OF CRUE (94534 9,— 25X1A)

NEL, REF E, PARA 3, SIMPLY DOES NOT GET THE JOB DONE. THE ONLY WAY

THE ARRIVAL OF OUR COURIER WOULD HAVE WAITED. AS IT WAS, YOU WERE TRUSTING TO PURE LUCK TO EXPECT THE COURIER TO ARRIVE IN TIME TO CATCH AN AIRCRAFT FOR WHICH HE WASN'T SCHEDULED, AND WHICH TOOK OFF THREE HOURS PRIOR TO HIS SCHEDULED FLIGHT DEPARTURE.

WYE IZUATION CAN BE CORRECTED IS TO FORMALLY TASK MAC AND USAFE.

## Approved For Release 200207/10: 6128 BDB 25B00328R000100200018-4

FILE INFO				
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25X1A PAGE FOUR 0308 SECRET

4. IN SHORT, I AM INTERESTED IN CORRECTING THE SITUATION AND GETTING ON WITH THE JOB, BUT CANNOT ACCEPT THE THESIS THAT OUR MINIMAL DELAY CAUSED A TRAGEDY. E-2 IMPDET
SECRET

BT